Government of
Saskatchewan

Annual Report
2001 - 2002

Saskatchewan
Highways and
Transportation

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Minister of
Highways and
Transportation

SASKATCHEWAN

Legislative Building
Regina, Saskatchewan S4S 0B3
(306) 787-6447

Her Honour The Honourable Lynda Haverstock
Lieutenant Governor of Saskatchewan

Your Honour:

As Minister responsible for Saskatchewan Highways and Transportation, it is my pleasure to respectfully submit the annual report for the year ending March 31, 2002.

Sincerely,

Mark Wartman

Deputy Minister's Letter

Saskatchewan

Saskatchewan
Highways and
Transportation

Honourable Mark Wartman
Minister of Highways and Transportation

Honourable Minister Wartman:

I have the honour of submitting the 2001-2002 Annual Report of Saskatchewan Highways and Transportation for the fiscal year ending March 31, 2002.

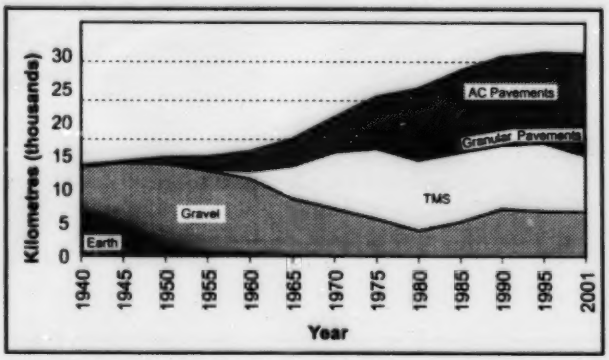
Respectfully submitted,

Harvey G. Brooks, Deputy Minister

Who We Are

The Saskatchewan Department of Highways and Transportation operates, maintains and regulates transportation infrastructure for the province. These efforts support economic growth and prosperity for the province. The provincially operated infrastructure includes 26 220 km of highways, 845 bridges, 30 large culverts, 18 airports in northern Saskatchewan, 12 ferries on the Saskatchewan River system and a barge on Wollaston Lake.

The road network consists of 8 860 km of asphalt concrete pavements, 4 317 km of granular pavements, 7 212 km of thin membrane surface (TMS) highways, 5 700 km of gravel highways and 131 km of ice roads. Over the past several years, the department has made significant progress in transforming TMS highways, which are not capable of carrying any significant truck traffic, to granular pavements which are able to accommodate heavy trucks. In 1995 the province had 8 600 km of TMS highways and by the end of 2001 the length has been reduced to 7 200 km, a 16 per cent reduction. The majority of these have been converted to granular pavements.



The department's activities are categorized into four main areas of focus:

- Preserving the transportation system;
- Operating the transportation system;
- Constructing the transportation system; and,
- Transportation policy and planning.

Preserving the transportation system involves maintenance, structural restoration and management of provincial highways, bridges, airports, and ferries to ensure a sustainable transportation system is available for the safe, orderly and efficient movement of people and goods.

For asphalt concrete and granular pavements this includes preventative maintenance and structural restoration to provide a 20 or 25-year life cycle. Gravel and TMS highways are sustained through annual surface repair and preventative maintenance activities. Preventative maintenance and structural restoration is also required to ensure bridges stay in service up to or beyond their design life.

The Strategic Rural Roads Partnership Program facilitates partnerships that support the strategic preservation and management of low volume TMS highways through cost-effective, mutually beneficial arrangements with municipalities and First Nations to ensure delivery of acceptable levels of service for local residents.

Operating the transportation system involves delivering a wide range of services to ensure the safe, orderly and efficient movement of people and goods. This includes pavement marking, signing, lighting, winter snow and ice control and ferry operations. Related operational services such as property acquisition and management, traffic engineering, trucking programs and preservation and engineering services are also provided. Enforcing transportation legislation and regulations and developing new methods for moving goods by truck are also provided.

Operation of the province's highway network is facilitated by traffic counting and operational planning as well as developing and administering standards and policies for roadside development, access management, traffic guidance, road safety (e.g. speed limits) and utilization of aggregate resources.

Professional and technical expertise is provided to rural municipalities concerning the municipal road network. The department works with Government Relations and Aboriginal Affairs (GRAA), to deliver the Municipal Heavy Haul, Traffic Counting and Bridge Programs.

Constructing the transportation system includes the upgrading or new construction of provincial highways, bridges and airports. It involves developing engineering standards, design and construction management as well as providing engineering services for major contracted preservation and maintenance activities.

Saskatchewan's economy is dependent on trade, which requires a competitive and globally accessible transportation system. Transportation policy includes working with other jurisdictions, industry stakeholders and shippers to ensure that legislation and regulatory frameworks encourage efficiency and effectiveness throughout the system and among the modes. Transportation planning includes working with stakeholders to define system needs and strategically invest transportation resources towards greater economic and social returns for communities throughout the province.

The department owns, operates and maintains its own maintenance equipment fleet. The equipment is managed through the Highways Revolving Fund. The fund allows capital acquisition of equipment to be charged to the department's maintenance budget over several years based on actual use, rather than charging the actual capital cost to the department in the year of acquisition. The book value of the department's equipment fleet assets is about $45 million.

A safe and reliable transportation system is a direct and indirect benefit to all Saskatchewan residents. The groups with a primary interest in working with the department to improve transportation are:

- Road Builders & Heavy Construction Association of Saskatchewan;
- Saskatchewan Association of Rural Municipalities (SARM);
- Saskatchewan Urban Municipalities Association (SUMA);
- Area Transportation Planning Committees (ATPC);
- Saskatchewan Trucking Association;
- Consulting Engineers of Saskatchewan; and,
- Canadian Automobile Association (CAA).

The total approved department budget for 2001-02 was $311.7 million of which $309.3 million was spent. This amount exceeded the 2000-01 budget by $61.6 million or 24.7 per cent and was the highest budget ever for the department. The department employed 1,476 full-time equivalent positions in 2001-02 in 104 Saskatchewan communities.

Connecting to the Future

In 2001-02, the Government of Saskatchewan committed to promoting prosperity throughout the province and a high quality of life for all Saskatchewan people. The 2001 Budget, Connecting to the Future, focused on three long-term goals:

- A thriving economy that enhances the quality of life;
- Responsible and healthy citizens, families and communities; and,
- Responsive and effective government.

An integral part of meeting these goals was a commitment to invest $900 million over the next three years to accelerate rebuilding highways to support economic growth. The following outlines some of the key outcomes of this investment.

Saskatchewan's investment of $900 million over the next three year means:

- Highway 1 west will be twinned by fall 2004;
- Primary pavements will be upgraded to a 20-year life cycle;
- Regional pavements will be upgraded to a 25-year life cycle;
- Over three years, 800 km of TMS roads will be upgraded to granular pavement;
- Northern roads, highways and airports will be improved;
- Safety improvements will be achieved through increased signing and roadside mowing, and increased traffic officers; and,
- Hundreds of jobs will be created for road builders and construction crews, engineers and summer students.

Connecting to the Future – Results

2001-02 was a very successful year. The following list highlights some of the results achieved by the Department of Highways and Transportation to deliver on the province's commitment to improve provincial highways.

- On schedule to twin Highway 1 west by fall of 2004 – 20 km completed and officially opened in fall of 2001 with another 24 km under construction.
- On schedule to twin Highway 1 east by 2012 and Highway 16 between North Battleford and Lloydminster by 2010 – 33.4 km completed and opened on Highway 1 east and 16.8 km opened on Highway 16.
- Completed over 315 km of pavement resurfacing.
- Upgraded over 300 km of TMS highways to granular pavements – major projects included 47 km of Highway 155 and 21 km of Highway 4, north of Cadillac.
- Improvements to northern roads and highways – completed the Turnor Lake Access Road, Highway 951 and the Waterhen Access Road.
- The province is committed to upgrading TMS links to support regional highway corridor development – Seven strategic highway corridors, such as Highway 4 from Cadillac to Swift Current, are now at a paved standard.
- Improved safety through expanded mowing and signing programs.
- More front-line staff compared to 2000-01 – 46 additional summer students and 14 Centennial students (a 50 per cent increase). With the students there were over 100 more operational staff working on highways during the summer of 2001.
- Delivered a $61.6 million budget increase with no increase in administrative staff or administrative costs.
- $3.7 million of Centenary Fund initiatives were completed – including improvements to internal park roadways at Echo Valley, Candle Lake and Lac La Ronge, relocation of Highway 11 and Grasswood Road intersection, designating Highway 11 as Louis Riel Trail, starting the Centenary Enhanced Tourism Signing Program and surfacing Highway 955 north of La Loche.
- Through the Strategic Rural Roads Partnership Program, the department worked with 51 partners on 32 initiatives to address 550 km of low volume provincial highways.

Department Accomplishments

Goal 1: A Sustainable Transportation Infrastructure

Long-term sustainability will be achieved when the province is able to strike a balance between the size of the transportation network, the standard of roads in the network, the condition of the network and available funding levels. The department is focused on preserving the primary highway network and regional transportation system to meet the future needs of the province. Transition to sustainability requires focus and discipline, but it is achievable. With the renewed strategic direction, the department has started its journey to long-term sustainability.

- The department invested $40 million to resurface over 315 km of provincial highways on 39 projects, including:
  - » 18.5 km of Highway 6 north of Regina;
  - » 14.4 km of Highway 39 near Milestone;
  - » 11.1 km of Highway 1 near Chaplin;
  - » 20.9 km of Highway 1 near Belle Plaine;
  - » 13.1 km of Highway 10 from Wroxton to Grid 637;
  - » 11.7 km of Highway 5 from Mikado to Canora;
  - » 19.4 km of Highway 11 north of Bethune;
  - » 11.3 km of Highway 13 west of Weyburn;
  - » 10.9 km of Highway 2 near Imperial;
  - » 10.9 km of Highway 31 near Kerrobert;
  - » 8.3 km of Highway 3 near Prairie River; and,
  - » 7.1 km of Highway 42 near Central Butte.
- 2001 marked the first year of the Prairie Grain Roads Program (PGRP). The federal government committed $106.8 million over the next five years to the reconditioning of Saskatchewan's grain impacted roads and secondary highways. The province matched the $14.15 million provided by the federal government for provincial highway improvements. This resulted in the completion of 18 highway improvement projects with a length of 219 km.

  Under PGRP, the department also contributed $758,000, one third of the total cost, toward nine municipal road improvement projects, where a provincial municipal partnership is in place to reroute heavy truck traffic from a fragile TMS to a municipal gravel road.

  As well, the department consulted with Area Transportation Planning Committees (ATPCs) to define criteria and identify strategic grain haul routes to guide PGRP investment.
- The department completed 26 TMS improvement projects with a total length of more than 300 km. Some of these projects included:
  - » 47.0 km on Highway 155;
  - » 22.4 km on Highway 19 from north of Chaplin to Central Butte (PGRP);
  - » 21.4 km on Highway 4 from Cadillac to south of Highway 43 (PGRP);
  - » 16.1 km on Highway 13 from Assiniboia to 16 km east (PGRP);
  - » 15.1 km on Highway 13 between Kisbey and Forget;
  - » 9.9 km on Highway 31 from Luseland to east of Salvador (PGRP);
  - » 11.5 km on Highway 15 from east of Fenwood to east of Goodeve (PGRP); and,
  - » 13.0 km on Highway 19 from Elbow to Highway 44 (PGRP).
- By the end of June department crews had worked more than 75,000 hours spraying more than 6.8 million litres of asphalt, completing 3.6 million square metres of machine patching and 3.8 million square metres of seal coat patching in an aggressive effort to address the spring road damage that occurs on TMS roads.
- To preserve the province's investment in road infrastructure, the department used 118 120 tonnes of bituminous mix and 1 290 690 tonnes of aggregate in the surface preservation program. Of the total aggregate used:
  - » 809 710 tonnes was used for sealing and surface repairs;
  - » 97 520 tonnes of base aggregate was used primarily for spot improvements and granular strengthening of TMS highways; and,
  - » 383 460 tonnes was used for gravel road maintenance.
- The department continued its partnership initiatives to manage heavy truck traffic on fragile TMS highways and through the Strategic Rural Roads Partnership Program (SRRPP) worked with 51 different partners on 32 initiatives to address 550 km of low-volume provincial highways.
- The department coordinated the Rural Roads Classification system developed jointly by Saskatchewan Association of Rural Municipalities (SARM), Saskatchewan Urban Municipalities Association (SUMA), Government Relations and Aboriginal Affairs (GRAA) and the Department of Highways & Transportation (DHT).

- The department repaired 66 bridges at a cost of $2.5 million. Five bridges were rebuilt and another five bridges were replaced with culverts.

- The department is determined to reduce the damage on the highway system caused by overweight vehicles. To achieve this objective the department:

  » Enacted legislation concerning shipper/carrier responsibility for weight management;

  » Added five transport compliance officers to enhance the enforcement of weight restrictions; and

  » Completed the field trial review of using low tire pressure technology (Central Tire Inflation Systems - CTIS) as a means of lessening the impacts of heavy truck haul on provincial highways.

- To support efforts that reduce the amount of grain truck haul on our highways, the department continued to provide shortline advisory service to community groups interested in developing shortline rail alternatives.

- The department pursued federal funding to support the National Highway System and signed the Strategic Highway Infrastructure Program (SHIP) with the federal government. The federal government will invest $18.5 million in Saskatchewan on the National Highway System between 2002-03 and 2005-06.

- The department successfully lobbied the Canadian Transportation Agency (CTA) panel to recommend greater federal funding for the National Highway System.

- The department established the Trucking Partnership Program Advisory Committee and invested $1.77 million from the Transportation Partnership Fund (TPF) on 20 infrastructure improvements, research and traffic safety initiatives.

- The department continued to pursue innovative technologies and processes for preserving, operating, constructing and managing the transportation system. Some of the highlights include:

  » Completing 26 km of TMS improvements using alternative technology subgrade strengthening techniques;

  » Studying the application of alternative subgrade strengthening using cement kiln dust, portland cement, flyash and other cementingmaterials;

  » Investigating pavement rut repair technologies and processes; and,

  » Leading a joint steering committee in the development of a provincial strategy for the deployment of Intelligent Transportation Systems (ITS).

Goal 2: The transportation system strengthens economic development and serves social needs

An effective and efficient transportation system is integral to strong economic growth and social progress. Modern logistic practices and increased competition are critical for improving transportation performance and efficiency. The support of bulk exports and value-added activities through access to enhanced markets continues to be an important, influential factor in the development of provincial transportation systems. The acceleration of the twinning initiative is one example of facilitating more efficient transportation of goods to market. This goal will keep the department focused on considering economic and social drivers in its strategic resource allocation decision-making.

- In its continuing effort to investigate opportunities to reduce the cost of moving goods and people by road, rail and air, the department completed the following initiatives:

  » A preliminary review of weight regulations in an effort to determine costs and benefits of an alternate weight system;

  » A review of key inter-provincial and international trade corridors;

  » A review of markets and market accessibility via inter-modal containers; and,

  » A study of low-volume border crossings, in partnership with Manitoba and the State of North Dakota.

- To improve north-south trade corridors, the department partnered with the Centenary Fund to start the reconstruction of Highway 6 from the U.S. border to 30 km north.

- The department invested over $27 million and completed over 100 km of grading and paving to continue the provincial commitment to twin Highway 1 west by 2004, Highway 16 between North Battleford and Lloydminster by 2010 and Highway 1 east by 2012. Over 70 km of twinned highway were opened including:

  » 33.4 km of Highway 1 from east of Wolseley to east of Indian Head;

  » 20 km of Highway 1 from 1 km inside the Alberta border to 19 km east; and,

  » 16.8 km of Highway 16 from west of Maidstone to east of Lashburn.

Grading was also started on 23.8 km of Highway 1 from 19 km east of the Alberta border to east of the Junction of Highway 21.

- TMS improvements were completed on seven strategic highway corridors bringing the entire link to a paved standard. These corridors include:
  - » Highway 8 between Wroxton and Kamsack;
  - » Highway 21 from north of Unity to Highway 40;
  - » Highway 15 from Melville to Raymore;
  - » Highway 19 between Elbow and Highway 15;
  - » Highway 19 from Chaplin to Central Butte;
  - » Highway 4 from Cadillac to Swift Current; and,
  - » Highway 20 between Humboldt and Highway 16.
- To improve traffic operations and safety, the department started construction of the second bridge over the North Saskatchewan River and associated roadways at the Battlefords.
- To support long-range planning for future transportation demands, the department completed the Highway 16 bypass corridor location study for Lloydminster and partnered with the City of Saskatoon and rural municipalities on the Saskatoon Long-Term Planning Study.
- The department provided guidance, advice and regulatory services in the establishment of Great Western Rail and Wheatland Rail shortline rail companies.
- The department prepared a submission to the Canadian Transportation Agency (CTA) panel regarding increased rail access, improved air policies and infrastructure investment needs. A review of the CTA panel recommendations was completed to emphasize the need for regional cooperation.
- In support of the province's expanding tourism industry, the department completed the following initiatives:
  - » In partnership with Saskatchewan Environment and the Centenary Fund improved roadways in Echo Valley, Candle Lake, Lac La Ronge and Narrow Hills provincial parks;
  - » Designated Highway 11 as the Louis Riel Trail; and,
  - » Started the Centenary Enhanced Tourism Signing Program to improve informational and directional signing for provincially designated tourist facilities.
- A total of 260,696 vehicles and 439,364 passengers were carried on the 12 provincial ferries and Wollaston barge. These vessels operated for 30,340 hours and were out of service only 0.5 per cent of the time.
- In a continued effort to improve northern community access and improve infrastructure impacted by the increased truck haul generated by the provincial forestry expansion initiative, the department:
  - » Invested $3.64 million to construct or improve provincial highways as part of the NorSask/Mistik and Weyerhaeuser Roads Transportation Agreements;
  - » Graded and paved Highway 55 from west of Rapid View to south of the Beaver Ridge Bridge at a cost of $2.02 million;
  - » Started grading Highway 135 from the junction of Highway 106 to 15 km north at a cost of $0.78 million;
  - » Crushed gravel for 15 km of granular strengthening on Highway 155 at a cost of $1.64 million;
  - » Improved the Greenbush River Bridge on Highway 3 at a cost of $325,000;
  - » Performed various work including granular strengthening and design engineering at a cost of $121,000;
  - » With Saskatchewan Environment, Industry and Resources, and Western Diversification completed a study identifying roads impacted by increased haul from the forestry expansion initiative;
  - » Identified infrastructure needs relative to Canada/ Saskatchewan Forestry Action Plan; and,
  - » Reached an agreement in principle with Saskatchewan Environment, Industry and Resources, and Western Diversification regarding a plan for forestry infrastructure development.
- The department engaged the federal government and industry in assessing the costs and benefits of all-weather road requirements for the Athabasca Basin. This has committed the federal government to reviewing road infrastructure needs for this northern region.

- To support economic development in the north, the department continued to include provisions in its northern contract documents to ensure that contractors maximize business and employment opportunities for local residents. The department also created employment opportunities for northern residents by contracting:
  - » Maintenance of the Athabasca Seasonal Road with the Athabasca Basin Development Corporation;
  - » Operation of the Wollaston Barge with the Hatchett Lake Band Economic Development Corporation; and,
  - » Improvements to the Dillon Access Road with the Buffalo River Development Corporation.
- The department invested $1.25 million to operate 18 provincial airports. All but two, Hudson Bay and Meadow Lake, are in the Northern Administration District (NAD).
- Through the Airport Capital Assistance Program (ACAP), the department completed improvements to the airside lighting system and resurfaced the runway at the La Ronge Airport.
- The department undertook a Regional Air Study with special reference to small airports in Southern Saskatchewan and in cooperation with the Saskatchewan Aviation Council, began a study to assess the economic impacts on small airports.
- The department lobbied the federal government to reduce the air security charge because of its adverse impact on short-haul air travel. The federal government has advised that it would review the air security charge in fall 2002.
- In consultation with stakeholders, the department developed Phase 1 of the Federal Review of International Air Policy for scheduled carriers. This resulted in a change in federal policy to allow any Canadian carrier to apply to operate scheduled international air service regardless of the size of the air travel markets.

Goal 3: Safe Movement of People and Goods

Increasing safety on our roadways continues to be a priority for the department. The safe movement of people and goods is a fundamental expectation of transportation system users and department employees. Department resource allocation decisions must be considered in the context of maintaining or increasing the level of safety on the transportation system. The acceleration of the twinning initiative is one example of the commitment to improving safety on the transportation system, while at the same time increasing the efficiency with which people and goods are moved.

- In a continuing effort to promote highway safety to reduce collisions on the road, the department delivered education, awareness and enhanced safety related promotional campaigns aimed at drivers (e.g. Highway Hotline, Snow Zone and Orange Zone).
- In an effort to improve the motoring public's safety, the department equipped all snow removal equipment in the province with "wig wag" snowplow lights. The brightly coloured amber and red lights have been installed on the upper rear corners of the driver and passenger sides of the snowplow to better warn traffic approaching snow removal equipment. The colours and unique flashing sequence sets them apart from other emergency vehicles or equipment on the highways.
- In an effort to provide improved and safer access for residents, business owners and drivers, the department, in partnership with the Centenary Fund, relocated and improved the intersection of Highway 11 and Grasswood Road, 3 km south of Saskatoon.
- The department continued to explore new and innovative ways to reduce collisions on the road and implemented a pilot project using centreline rumble strips on Highway 11, starting at Rosthern and extending 6 km south.
- The department improved safety at uncontrolled shortline railway crossings by implementing the "Reflectorization of Shortline Crossbucks" program. The program involves adhering white retro-reflective tape to the crossing signs at all uncontrolled intersections. This increases the crossing's visibility at night by reflecting the lights of approaching vehicles.

- The department improved safety by increasing the investment for additional signing and mowing by $500,000. In 2001-02 department crews worked on approximately 10,000 sign installations, painted 43 280 km of highway lines, and 25,072 pavement signs. As well, 39 010 hectares of right of way were mowed.
- There were 341,335 inquiries to the Highway Hotline. This included answering 142,770 calls and 198,565 hits on the Highway Hotline web page.
- The department completed 41 infrastructure safety improvement program projects, including:
  - » Six traffic signal and flashing light projects, including traffic signals at North Battleford;
  - » Seven street light projects, including lighting at the junction of Highways 16 and 11 south of Saskatoon and east on Highway 16 to Boychuk Drive;
  - » Three shoulder widening projects;
  - » Signalization improvements at seven railway crossings;
  - » Turning lane improvements at seven highway intersections;
  - » Six retrofit installations of shoulder rumble strips;
  - » Pedestrian crosswalk installation at Kipling; and,
  - » Area lighting was started at White Bear.
- The department completed another 11 safety improvement projects through the Transportation Partnership Fund (TPF) including:
  - » Flattened side slopes on approaches on Highway 5 between Watson and Muenster and on various sections of Highway 2 between Junction 916 and 936;
  - » Turning lanes at Moore Street in Weyburn; and
  - » Turning lanes into Grand Coulee, Caron and Codette.
- The department completed 36 Transportation Partnership Program (TPP) agreement audits to determine the safety, and agreement compliance of trucking program partner companies.
- The department worked jointly with other provinces and the federal government in the development of a federal Dangerous Goods Regulation. The project concluded six years of negotiations and was completed in July 2001.
- The department coordinated the training of 23 dangerous goods inspectors.
- The department developed permit policies to ensure the safe movement of large loads on provincial highways. As well, the department provided the trucking industry with technical advice on weights and dimension regulations and issued permit guidelines on major load hauls.
- The department completed a study to determine the financial impacts to Saskatchewan Road Authorities resulting from implementing proposed federal grade railway crossing regulations and standards. The results were reported to all provincial transport departments, Transport Canada, Canadian National Railway (CNR), Canadian Pacific Railway (CPR), SARM and SUMA.

Performance Plan

Performance Plan Overview

Building on last year's accomplishments, the department has developed a multi-year Performance Plan that reflects strategic decisions to guide the future growth and development of Saskatchewan's Transportation System. It is the outcome of the department's recent strategic planning initiatives and includes a vision, mission, goals and objectives that will guide the department over the next several years. For each objective a series of key actions for the 2002-03 year have been developed to outline how the objective will be met. A performance measure to monitor progress is also identified.

This is the department's first performance plan. It will evolve over time as the strategic planning, performance management and public reporting processes mature and stakeholder feedback is incorporated. The department believes this plan will provide the people of Saskatchewan a clear direction for the transportation system of the future and enable the department to demonstrate the progress being made in improving the transportation system.

2002-03 Budget Overview

Government spending on the provincial transportation system will be more than $292 million in 2002-03.

Department funding supports the overall construction, preservation and operation of the transportation system, as well as priorities like the provincial highway twinning initiatives and the upgrading of pavements to a shorter rehabilitation cycle. The breakdown of department spending by function is shown below.

2002-03 budget (in thousands of dollars)

Preservation of the Transportation System	132,937
Construction of the Transportation System	83,714
Operation of the Transportation System	59,190
Accommodation and Central Services	9,290
Administration	4,433
Transportation Policy	1,967
Airports	1,369
Total	292,900

Trends and Issues

With three per cent of Canada's population and 20 per cent of Canada's roads, Saskatchewan has more than twice as many roads per capita as any other province. This large number of roads, and a relatively small population, combined with federal policy decisions that transferred an enormous amount of freight onto the roads from the rail system, has created barriers to our ability to sustain the provincial transportation system over the long term. The following are some of the numerous challenges facing Saskatchewan transportation. The department's performance plan directly relates to addressing the issues and trends below.

Branch Line Abandonment

Since 1974, approximately 4 000 km of branch lines have been abandoned. This is a reduction of almost 40 per cent. Today there are about 4 900 km of branch lines, with abandonment expected to continue for the next five to 10 years.

Oil Industry Expansion

Expansion of the oil industry is good economic news. However, the added traffic adversely affects the condition of many roads.

Value-Added Agricultural Production and Diversification

A large portion of the grain haul now moves from elevator to elevator and elevator to processing plants. This change in traffic patterns creates more damage to more roads due to increased truck traffic on the highway system.

Truck Haul Increase

Branch line abandonment and elevator consolidation causes increases in grain transportation by truck. The increase in truck haul causes major damage to rural highways not designed to carry heavy truck traffic. A 1999 study showed that the average farm to elevator haul distance would increase from 15 km in 1984 to 53 km by 2005, an increase of 250 per cent.

A Diversified Economy

Economic diversification in mining and forestry north of Prince Albert often occurs where the highway network is not capable of carrying the additional truck traffic.

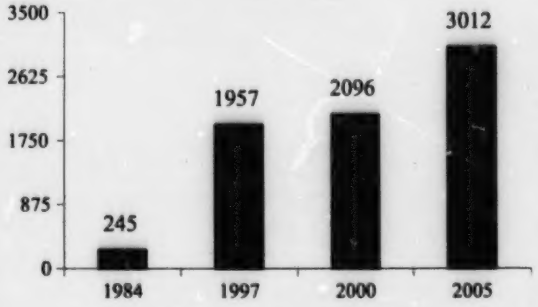
Increase in North-South Trade

Over the last 10 years, Saskatchewan exports to Mexico have increased on average 14 per cent annually, growing from $98.4 million in 1992 to $273 million in 2001. Exports to the US have grown similarly, increasing on average 11 per cent annually over the same period, growing from $2.819 billion in 1992 to $6.89 billion in 2001. The increased north-south trade means there is significant pressure on the province's infrastructure to promote a seamless link with NAFTA trading partners and harmonize regulations and weights to facilitate the movement of people and goods across international jurisdictions.

Shift to Trucking From Rail

By 2000, the tonnage moved to the road system from rail had increased by eight times since 1984 and is expected to increase by another 50 per cent by 2005.

Estimated Total Grain Haul on Saskatchewan Highways*
Tonne-km; millions



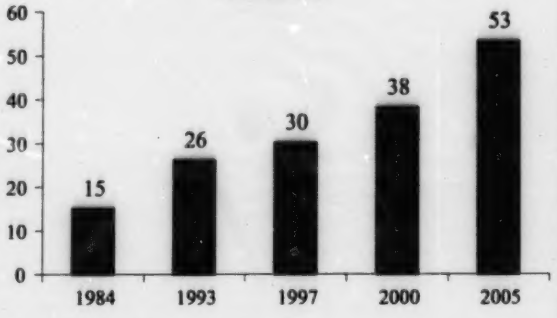
* Includes Farm to Elevator and Inter-Elevator Haul

Source: Parallel Process on Roads
Saskatchewan Road Impact Analysis, October 1999

Elevator Consolidation

Since the mid-1980s, the number of grain elevator operating units has been reduced by approximately 76 per cent. Today there are fewer than 250 grain elevators and this amount could fall to 150 within the next 10 years.

Estimated Average Farm to Elevator Truck Haul Distance
Kilometres



Source: Parallel Process on Roads
Saskatchewan Road Impact Analysis, October 1999

Where We are Headed, What We Intend to Do and How We Will Measure Progress

Vision

Transforming Saskatchewan's transportation systems to meet the social and economic opportunities of the 21st century.

Mission

The Department of Highways and Transportation provides leadership and expertise in the provision of transportation infrastructure, programs and services in Saskatchewan. The department builds partnerships with key stakeholders to ensure that the social and economic benefits of its activities effectively meet the needs of the people of Saskatchewan. Employees are treated fairly and equitably, and are recognized for their hard work and contributions to achieving department goals.

Goals

Below are the three goals that reflect the department's strategic focus for 2002-03 and beyond:

Goal 1: A Sustainable Transportation Infrastructure

Goal 2: The Transportation System Strengthens Economic Development and Serves Social Needs

Goal 3: Safe Movement of People and Goods

Our Commitments

- Invest $2.5 billion over 10 years in transportation infrastructure (April 1997)
- A three-year, $900 million investment in improving transportation infrastructure (March 2001)
- Twinning national highways - completing Highway 1 West to Alberta border by 2004; twinning from Indian Head to Manitoba border on Highway 1 by 2012 and twinning of Highway 16 from North Battleford to Lloydminster by 2010.

The department developed a set of measurable objectives for each goal for greater clarity and accountability. Under each objective, a number of key actions for the coming year have been developed.

To determine progress toward achieving the goals and objectives, a set of performance measures were developed. Ideally, each objective will have at least one performance measure. In some cases an appropriate measurement may not be readily apparent and will take time to develop.

Goal 1: A Sustainable Transportation Infrastructure

Objective 1: Preserved primary highway network to meet the future economic needs of the province

Fundamental to a sustainable transportation infrastructure is the recognition of a changing Saskatchewan economy and landscape. Rural depopulation, grain elevator closures, branch line abandonment and increased truck haul are affecting the way the transportation system is being used and will be used.

Ensuring that we can adequately preserve and improve the primary highway network to handle anticipated traffic levels will let the provincial transportation system meet future economic needs.

Key Actions for 2002-03

- Continue to increase investment on primary paved highways so that pavements can be rehabilitated every 20 years.
- Resurface 265 km of the primary highway system.
- Repair 15 bridges, rehabilitate one major bridge and replace/strengthen six bridges.
- Develop and implement improved quality assurance processes and standards for construction to improve the final quality of highway construction projects.
- Develop a three-year capital plan.
- Continue to engage external stakeholders in consultations on our strategic plan.

What are we measuring?

Percentage of primary highway network in good condition.

To determine if a pavement is in "good" condition, the department uses a combined measurement of the road's rutting and ride. To measure ride quality, a device is used that generates a measurement of smoothness based on an international standard called the International Roughness Index (IRI).

To evaluate rutting, the department identifies the amount of pavements with no, minimal, moderate and extreme rut depth. A road must have good rutting and good/fair ride to qualify as being in good condition. The road user would experience a smooth, comfortable ride with minimal ponded water in the wheel paths.

Where are we starting from?

In 2001-2002, 83.6 per cent of the primary highway network was considered to be in good condition.

Amount of primary pavements beyond their service life.

Based on their original engineering standards and a regular maintenance program, pavements have a certain useful life expectancy – their service life. A pavement beyond its service life is at a high risk of failure. Decreasing the amount of primary pavements beyond their service life will demonstrate progress in reducing the risk of pavement failure on the primary highway network. The length of each road segment that is beyond its service life is measured in kilometers and then multiplied by the number of years that it is beyond its service life, to give us a measurement in km-years. This method gives us an overall picture of the extent to which the service life is being exceeded on the primary system. In an ideal world, there would be no pavements beyond their service life.

In 2001-2002, the amount of primary pavements beyond their service life was 14 000 km-years.

Objective 2: Transformed regional transportation network to meet the future needs of rural Saskatchewan

The regional transportation network provides local people access to their land and collects traffic for the primary network. Changing traffic patterns caused by such trends as rural depopulation, grain elevator closures, branch line abandonment and increased truck haul are affecting the way the regional transportation system is being used now and will be used.

To be sustainable in the long-term, the regional network needs to be transformed to reflect a balance between road standards in the network, maintaining the roads in good condition and available funding levels.

Key Actions for 2002-03

- Continue to increase investment on regional paved highways so that pavements can be rehabilitated every 25 years.
- Continue the early spring response for repairing TMS highways damaged by spring moisture.
- Resurface 100 km of the regional paved network.
- Complete 5 regional corridors by improving 140 km of TMS highways under the federal-provincial Prairie Grain Roads Program.
- Partner with 45 municipalities in 25 initiatives valued at $6.5 million to address 550 km of TMS highways through the Strategic Rural Road Partnership Program.
- Repair 55 bridges and replace/strengthen 21 bridges.
- Reconstruct 50 km of TMS highways using emerging road strengthening technology for improving road life and minimizing construction costs.
- Engage external stakeholders in consultations on our strategic plan.

What are we measuring?

Percentage of regional highway network in good condition, by surface type (pavement, thin membrane surface (TMS), or gravel).

The regional transportation network is made up of pavements, TMS roads and gravel roads. The methodology to determine the road quality differs depending on the type of surface.

Pavements: To determine if a pavement is in "good" condition, the department uses a combined measurement of the road's rutting and ride. To measure ride quality, a device is used that generates a measurement based on an international standard called the International Roughness Index (IRI). To evaluate rutting, the department's Asset Management System is used. A road must have both good rutting and good/fair ride to qualify as being in good condition.

Thin Membrane Surface: To determine if a TMS is in "good" condition, the department uses a measure of the road's ride. To measure ride quality, a device is used that generates a measurement based on an international standard called the International Roughness Index (IRI).

Gravels: For gravel roads, the department's Asset Management System condition ratings for stability (strength of roadbed) and protruding rock (amount of large rocks protruding from the roadbed) were used. To be a "good" gravel, the road must have a rating of "good" in the stability and protruding rock measurements. The road user would drive on a hard gravel road surface with few rocks protruding from the roadbed.

Where are we starting from?

In 2001-2002, the percentage of the regional highway network in good condition, by surface type, were:

Pavements:	76%
TMS:	31%
Gravels:	43%

Objective 3: Reduced damage on the highway system caused by overweight vehicles

The combination of grain elevator closures, rail line abandonment and increased trade with the United States continues to increase truck volumes on Saskatchewan roads. The trend of increased truck weights and dimensions to larger, more cost-effective configurations is adding pressure to our highways.

These changes in Saskatchewan's commercial trucking profile have long-term implications for the primary highway system. These major routes are designed to accommodate significant volumes of heavily loaded trucks. They are, however, deteriorating faster due to the increased tonnage.

On the province's regional highway network, increased commercial truck traffic has had a devastating affect. Most of the province's regional roads are TMS construction, and were not designed to accommodate high volumes of heavily loaded commercial trucks. Reducing the damage on the highway system caused by overweight vehicles will help us take care of our highways in the long term.

The main way of reducing the number of overweight vehicles on the road is greater enforced compliance with provincial vehicle weights and measures regulations.

Key Actions for 2002-03

- Construct a new vehicle inspection station on Highway 11 northwest of Regina.
- Implement shipper/carrier weight management legislation.
- Deliver an ongoing educational program under the weight management legislation with the focus on shipper/carrier responsibility.
- Pursue opportunities to develop and apply new technology like the Automated Truck Monitoring System (ATMS) for increased compliance.

What are we measuring?

Percentage of trucks overweight on the highway system.

Truck traffic is continuing to increase on the highway system. A given percentage of these trucks will be overweight and cause more damage on the highway system. A reduction in the percentage of overweight trucks will measure the effectiveness of policies and enforcement actions to reduce damage on the highway system.

Where are we starting from?

A measurement tool is being developed

Objective 4: Increased funding from additional sources

To achieve long-term sustainability, additional funding is required to close the gap between transportation system needs and available resources. Saskatchewan recognizes the importance of a national highway system that provides for efficient inter-provincial and international movement of commodities and supports Canada's economic growth, social development and national unity.

While road transportation has been a provincial responsibility, the province feels that the federal government has not been paying its fair share in funding the national highway system. Increasing the funding levels from federal government and industry partnership sources will add to achieving long-term transportation system sustainability.

Key Actions for 2002-03

- Complete 9 km of road spot improvements through Industry Partnership Agreements at a cost of $1.5 million.
- Through the Transportation Partnership Fund invest $1.88 million to complete nine safety improvement projects, two shoulder rumble strip projects, four research projects, two Intelligent Transportation System (ITS) projects, one traffic safety initiative and cost share in two major road construction projects.
- Pursue incremental funding from the Federal Government through the National Blueprint Process, Northern Accord, Airport Capital Assistance Program, Strategic Infrastructure Fund, border crossing programs, ITS initiatives and transitional funding for the regional transportation system.
- Pursue partnerships with urban municipalities and the federal government for transportation investment in urban centres.

What are we measuring?

Additional funding from non-provincial government sources.

The amount of additional funding obtained from non-provincial government sources is an indicator of the department's success in pursuing non-traditional, non-provincial government sources of funding.

The graph shows the department's trend in attaining additional funding from non-provincial government sources.

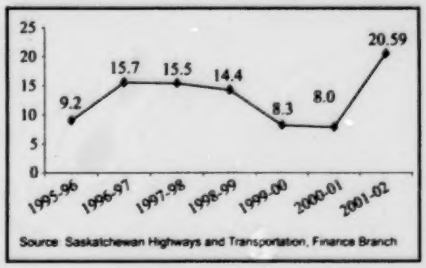
Ratio of road operations to overhead.

The ratio of road operations to overhead is an indicator of our success in creating internal efficiencies. Better internal efficiency ensures that the highest possible percentage of funding, including any increased funding from additional sources, goes directly to construction and preservation on the transportation system. In 2001-02 the department delivered a $61.6 million budget increase without increasing administrative expenditures.The trend in the department ratio of road operations to overhead is shown in the graph.

Where are we starting from?

In 2001-2002, total non-provincial government funding was $20.59 million.

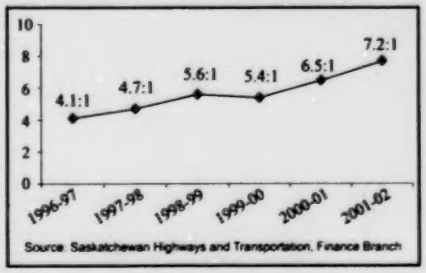
Trend of Funding from Non-Provincial Government Sources
(in millions)



Source: Saskatchewan Highways and Transportation, Finance Branch

In 2001-02 the ratio of road operations to overhead was 7.2:1.

Ratio of Road Operations to Overhead



Source: Saskatchewan Highways and Transportation, Finance Branch

Goal 2: The Transportation System Strengthens Economic Development and Serves Social Needs

Objective 1: Reduced cost of moving goods and people by road, rail and air.	**Key Actions for 2002-03**
Efficient transportation systems are needed to provide competitive transportation options for Saskatchewan producers and shippers, and to provide adequate mobility for travelers. The provision of an efficient transportation system will contribute to reducing the cost of moving goods and people.	• Respond to the federal government's recommended legislative changes to the *Canada Transportation Act* for road and air infrastructure as well as competitive rail access. • Continue to monitor grain handling and bulk commodity value chain and communicate results to shippers regarding effectiveness of cost and service improvements implemented under the Grain Monitor Project. • Harmonize security to improve international movement of goods at border crossings. • Develop a policy framework to customize the Trucking Partnership Program to individual industry sectors (mining, forestry, oil and gas, etc.). • Develop a policy framework for extending primary weights to improve transportation logistics and facilitate partnership agreements on truck route management. • Participate in the Western Regional Agreement on Interprovincial Movement of Oversize/Overweight Non-divisible Loads.

What are we measuring?	**Where are we starting from?**
Percentage of primary highway network available at primary weights on an annual basis. Primary weights are the vehicle weights allowed on primary highways. The vehicle weight allowed is based on the structural capability of the highway. Increasing the length and time that the primary highway network is available at primary weights increases the efficiency and productivity of all freight moved using the system.	In 2001-02, 93 per cent of the primary highway network was available at primary weights on an annual basis.

Objective 2: Targeted infrastructure investment for economic growth and social utility

We need to target transportation infrastructure investment so we can fully contribute to the province's overall economic and social well-being.

Key Actions for 2002-03

- Continue twinning on Highway 1 and Highway 16 west by completing 24 km of grading and opening 27 km of twinned highway.
- Continue North-South corridor development by grading 7.5 km of Hwy 6 north of the United States border.
- Improve 26 km of TMS highways, 15 km of gravel highways and strengthen/replace five bridges to accommodate increased truck activity from the provincial forestry expansion initiative.
- Complete two projects under the federal-provincial Strategic Highway Infrastructure Program (SHIP).
- Continue upgrading the designated primary weight corridors to a structural paved network by completing 11.5 km of TMS improvements on Highway 13 between Weyburn and the Manitoba border.
- Complete construction of the Battleford bridge and 3.5 km of twinned Highway 16 west of the new bridge.
- Continue partnering with urban municipalities on functional planning and design initiatives to address traffic operation and capacity issues on provincial highways in urban centres.
- With other jurisdictions and Environment Canada, initiate a mitigation strategy for salt usage in response to Environment Canada's designation of salt as a toxic substance.

What are we measuring?

Cumulative percentage of twinned highway opened to traffic.

The government has made a commitment to complete twinning the Trans-Canada and Highway 16 between North Battleford and Lloydminster on these specific timelines:

- Highway 1, West (108 km): Complete in the year 2004
- Highway 16, West (103 km): Complete in the year 2010
- Highway 1, East (168 km): Complete in the year 2012

Measuring the cumulative percentage of twinned highway opened to traffic is an indicator of our progress in completing our twinning projects and delivering on the government's twinning commitments. When a portion of twinning for a corridor opens to traffic, it contributes to the cumulative percentage opened for that corridor. When the twinning of a corridor is completed, its cumulative percentage opened to traffic is 100 per cent.

Where are we starting from?

In 2001-2002, the cumulative percentage of twinned highway opened to traffic by corridor was:

- Highway 1, East: 20%
- Highway 1, West: 43%
- Highway 16, West: 27%

Objective 3: Improved connections in the North	Key Actions for 2002-03
Economic growth in the tourism, forestry and mining industries requires transportation investments. Opportunities exist to meet these demands and improving the mobility of northern residents.	• Upgrade 33 km of community access roads serving four communities in northern Saskatchewan. • As part of the enhanced forestry initiative complete 15 km of TMS and 15 km of gravel road improvements in northern Saskatchewan. • Continue to expand the minimum northern employment requirements for department construction projects in northern Saskatchewan. • Finalize the Infrastructure component of the Canada-Saskatchewan Forest Action Plan. • Continue to develop and implement the transportation components of the Northern Strategy related to economic and social development. • Pursue funding for northern highway infrastructure projects under the Canada-Saskatchewan Northern Development Accord. • Continue to partner/foster participation of northern groups in the delivery of transportation programs and services.

What are we measuring?	Where are we starting from?
A measurement tool is being developed. Improving connections in the north serves a dual purpose of strengthening provincial economic development and better serving the social transportation needs of northern residents. We want to determine our effectiveness in achieving success on both of these fronts.	A baseline will be established once a measurement tool has been developed.

Goal 3: Safe Movement of People and Goods

Objective 1: Reduced collisions on the road

Safe movement of people and goods is a fundamental expectation of transportation system users. It is also a continual focus of the department in its design, construction and maintenance of the transportation system. Through this focus on safety, the department strives to contribute to reducing the number and severity of collisions on the road.

Key Actions for 2002-03

- Complete four major safety improvement projects.
- Complete 16 safety improvement projects started in 2001-02 and complete 15 new minor safety improvement projects.
- Complete eight safety improvement projects started in 2001-02 under the Transportation Partnership Fund (TPF) and complete three new safety improvement projects under the TPF.
- Continue communications plan to increase the awareness of safety in work zones and emergency vehicles.
- Utilize federal funding through the National Safety Code to improve carrier safety.
- Complete safety audits on 10 rural highway intersections.
- Develop an action plan for a provincial rest stop strategy in partnership with municipal and private partners.
- Complete reflectorizing railway crossbucks on rail crossings under provincial jurisdiction.
- Provide an acceptable level of safety in operating the transportation system by continuing to invest in improved signage.
- Seek and implement safety improvements through industry partnerships.

What are we measuring?

Percentage of collisions involving an injury or fatality.

The vast majority of accidents are due to driver error and are therefore beyond the department's control. However, the department continues to ensure that, wherever possible, it contributes to an improved level of safety through its highway design and construction. This measure gauges effectiveness of infrastructure at reducing the severity of collisions by considering the percentage of total collisions that result in an injury or fatality.

Where are we starting from?

In 2001-02, 37 per cent of collisions in the provincial highway system involved an injury or fatality.

Objective 2: Increased workplace safety	Key Actions for 2002-03
The safety of employees is of critical importance to the department. Through various policies and programs, the department strives to provide a work environment that is free from harassment and discrimination, meets the physical needs of employees, provides a sense of safety and security and promotes a healthy attitude.	• Continue improving and delivering employee safety training programs, including enhanced training in equipment operation, increased focus on occupational health and safety awareness, supervisory responsibility training and dissemination of the department's documented safe operating practices to all department staff. • Develop and implement employee awareness training sessions regarding Safe Operating Procedures. • Implement and extend use of new safety devices (e.g. enhanced lighting on graders and other equipment, use of message boards, work apparel) in the department. • Improve occupational health and safety on contracted work. • Create partnerships with stakeholders and other agencies to promote safe driving through work zones.

What are we measuring?

Number and severity of at-work injuries.

The number and severity of at-work injuries is an indicator of the effectiveness of safety programs and the overall level of safety in the workplace. Workplace accidents are separated into two categories: Medical aid accidents and Lost time accidents.

Medical aid accidents are those accidents in which the employee required medical aid after the accident, but did not require time off work to recover from the accident. Lost time accidents are those accidents in which the employee required time off to recover from the accident.

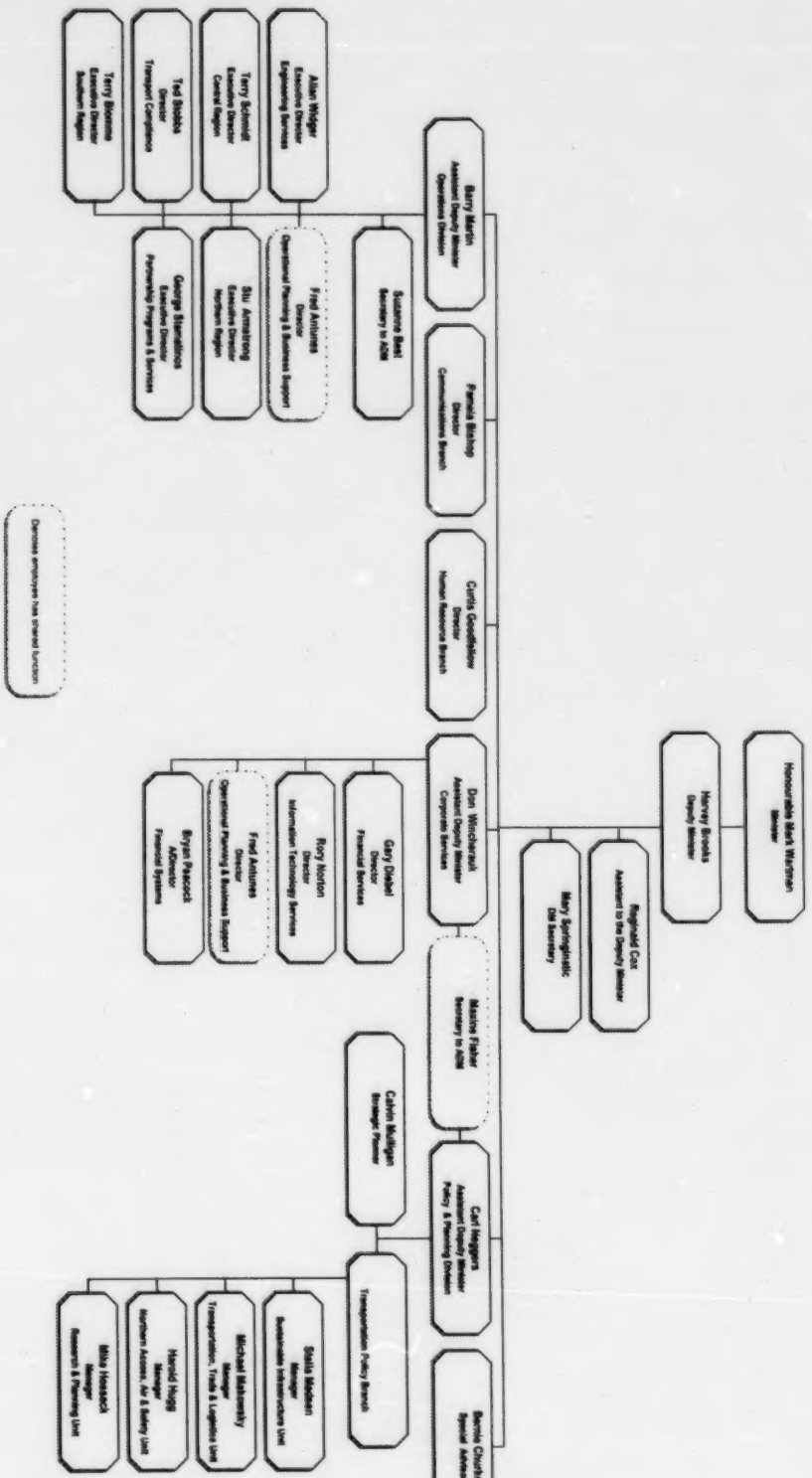
Where are we starting from?

In 2001-02, the number of workplace accidents were:

Medical aid accidents:	41
Lost time accidents:	56
Total accidents	97

Appendix A

Organization Chart (As of March 31, 2002)



Appendix B

Financial Overview

Department of Highways and Transportation

($ 000; Employee counts in Full-Time Equivalents)

Subvote Subprogram	2001-02 Actual $$	2001-02 Actual FTEs	2001-02 Budget $$	2001-02 Budget FTEs	Variance (Budget to Actual) $$	Variance (Budget to Actual) FTEs
Administration	**4,482**	**72.4**	**4,858**	**75.3**	**(376)**	**(2.9)**

Explanation of significant differences between budget and actual:

1. Reduced administrative costs associated with vacancy savings.

Accommodation and Central Services

SPMC Capital Projects	**1,255**	0.0	1,900	0.0	(644)	0.0
SPMC Operating	**7,067**	0.0	6,884	0.0	183	0.0
Sub-Total	**8,323**	**0.0**	**8,784**	**0.0**	**(461)**	**0.0**

Explanation of significant differences between budget and actual:

1. Reduced investment on equipment storage building replacement.
2. Increased operating costs associated with higher utility rates.

Construction of Transportation System

Highways and Bridges	**94,449**	179.8	96,563	195.1	(2,114)	(15.3)
Engineering Services	**5,225**	83.4	5,711	87.4	(486)	(4.0)
Sub-Total	**99,674**	**263.2**	**102,274**	**282.5**	**(2,600)**	**(19.3)**

Explanation of significant differences between budget and actual:

1. Transfer Short Line Rail Assistance Program funds to Transportation Partnerships Fund.
2. Additional winter gravel crushing and haul for 2002-03 projects.
3. Carry-over of various projects to 2002-03 fiscal year.
4. Vacancy savings and position transferred out.
5. Transfer funding for DHT centralized hardware and software management initiative.

($ 000; Employee counts in Full-Time Equivalents)

Subvote Subprogram	2001-02 Actual $$	2001-02 Actual FTEs	2001-02 Budget $$	2001-02 Budget FTEs	Variance (Budget to Actual) $$	 FTEs
Preservation of Transportation System						
Surface Preservation	115,199	393.5	112,746	387.0	2,453	6.5
Strategic Rural Road Partnership Program	6,128	6.4	6,000	0.0	128	6.4
Revolving Fund		147.3		117.2		30.1
Regional Services	6,575	96.6	6,911	103.9	(336)	(7.3)
Transportation Partnerships Fund	3,157	0.0	0	0.0	3,157	0.0
Sub-Total	**131,059**	**643.8**	**125,657**	**608.1**	**5,402**	**35.7**

Explanation of significant differences between budget and actual:

1. Operational Area General Services activities transferred in.
2. Additional partnership projects.
3. Transfer funding for DHT centralized hardware and software management initiative.
4. Administrative savings.
5. Transfer funds for Short Line Rail Assistance Program to Transportation Partnership Fund.

Operation of Transportation System						
Road Safety & Traffic Guidance	14,654	76.1	15,885	92.6	(1,231)	(16.5)
Ferry Services	2,318	31.3	2,332	28.3	(14)	3.0
Transport Compliance	4,449	59.0	4,465	67.3	(16)	(8.3)
Winter Maintenance	16,006	147.3	17,540	167.4	(1,534)	(20.1)
Operational Services	18,846	144.3	19,678	135.7	(832)	8.6
Sub-Total	**56,273**	**458.0**	**59,900**	**491.3**	**(3,627)**	**(33.3)**

Explanation of significant differences between budget and actual:

1. Reduced right-of-way and drainage contingency for spring flooding.
2. Vacancy savings.
3. Decreased cost for winter snow and ice control on road system due to milder winter.
4. Operational area general services activities transferred out.
5. Reduced gravel pit aquisition.
6. Increased costs associated with development and training of OH&S safe operating practices.

($ 000; Employee counts in Full-Time Equivalents)

Subvote Subprogram	2001-02 Actual $$	2001-02 Actual FTEs	2001-02 Budget $$	2001-02 Budget FTEs	Variance (Budget to Actual) $$	Variance (Budget to Actual) FTEs
Transportation Policy	**2,609**	**32.4**	**3,043**	**39.2**	**(434)**	**(6.8)**

Explanation of significant differences between budget and actual:

1. Vacancy savings.
2. Consultant and other administrative operating savings.
3. Transfer funding for DHT centralized hardware and software management initiative.

Airports						
Airport – Capital	3,379	0.1	3,698	0.0	(319)	0.1
Airport - Maintenance & Operations	1,359	7.0	1,278	0.6	81	6.4
Sub-Total	**4,738**	**7.1**	**4,976**	**0.6**	**(238)**	**6.5**

Explanation of significant differences between budget and actual:

1. Reduced costs on La Ronge Airport improvements.
2. Increased airport maintenance and operating costs.

Total department expenditures	**307,158**	**1,476.9**	**309,492**	**1,497.0**	**(2,334)**	**(20.1)**
Revolving Fund Net Financing Requirement (Statutory)	**2,147**		**2,200**		**(53)**	
Total, as per Public Accounts	**309,305**	**1,476.9**	**311.692**	**1,497.0**	**(2,387)**	**(20.1)**

Appendix C

Legislation

Saskatchewan Highways and Transportation is responsible for:

- *The Highways and Transportation Act, 1997*
- *The Dangerous Goods Transportation Act*
- *The Engineering and Geoscience Professions Act*
- *The Sand and Gravel Act*
- *The Railway Act*
- *The Highway Traffic Act (some sections)*

Contact Information

Highway Hotline Information

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Saskatoon city and surrounding area:	933-8333
All other areas of Saskatchewan:	Toll Free 1-888-335-7623

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